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MANUFACTURERS OF AERATED
WATERS.OUR AERATED WATER FACTORY is fitted
with the best English Machinery, embodying
the latest improvements in the trade.The Purest Ingredients only are used, and
the utmost Care and Cleanliness exercised in
the manufacture throughout.The Water used is proved by repeated
Analyses to be Absolutely Pure.Our COKE WATER, Waters are packed and
placed on board ship at Hongkong prices, and
the full amount allowed for Packages and
Expenses when received in good order.Counterfeit Order Books supplied on applica-
tion.Our Registered Telegraphic Address is
"DISPENSARY, HONGKONG."
And all signed messages addressed thus will
receive prompt attention.The following is a List of Waters always
kept ready in Stock—
PURE AERATED WATER
SODA WATER
LEMONADE
POTASH WATER
SEITZER WATER
LITHIA WATER
SARSAPARILLA WATER
TONIC WATER
GINGER ALE
GINGERADENo Credit given for Bottles that look dirty
or greasy, or that appear to have been used
for other purposes than that of containing
Aerated Waters, as such Bottles are never used
again by us.

A. S. WATSON & CO., LIMITED.

THE HONGKONG DISPENSARY.

Hongkong, 30th May, 1895.

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of this paper should be addressed to "The Editor."
Correspondents are requested to forward their names
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Telegraphic Address Press.

P. O. Box 20.

H. B. B.

At 13, Wanchow Road, on the 30th July, the wife
of A. S. Watson (deceased), of a son.

The Daily Press.

HONGKONG, August 1st, 1895.

ARTICULAR is even yet somewhat doubtful
what are the exact provisions of the new
Convention between France and China, it is
tolerably obvious that our Gallic friends
have succeeded in securing something substan-
tial as the price of their assistance in
checkmating Japan in Manchuria. How
far the concessions were granted by China
in gratitude for the intervention that saved
her the Liaotung Peninsula or how far
they were due to the joint pressure of
Russia and France we perhaps may never
learn officially; it is quite possible that
Chinese influence on the Chinese decision,
the latter probably much more potentially.
The Chinese Government do not love the French,
nor are they ordinarily disposed to pay much
attention to threats from Paris. The Chi-
nese rather plume themselves upon having
come out best in one encounter with France.
They believe that they kept the French out
of Formosa, and though they did not drive
them from Tonkin they lived in hopes of
doing so one day or of rendering the country
not worth holding. Ever since the ignominious
Franco-Chinese War of 1884-85 the Chi-
nese through their viceroys in Yunnan
and the two Kwang appear to have lab-
oured steadily to render Tonkin an un-
desirable possession by maintaining or
encouraging the operations of native bandits
and recruiting their ranks from China. The
Chinese, as we said before, have no affection
for the French, and their new found grati-
tude was hardly likely to take the form of
voluntary concession in the shape of terri-
tory, mining rights in Yunnan, and the
opening of new ports or cities to French
trade. Rather have they, we imagine,
yielded to pressure they felt unable to resist,
and reluctantly granted to the French
Government ample compensation for a series
of injuries and rebuffs.The French Government on their part,
we may depend, did not join the new triple
alliance in the East for the single purpose
of benefiting China. No doubt as a matter
of policy they would have preferred to help
the Japanese; but the voice of their only
and most potent ally in Europe called to
them for assistance, and the interests of
Japan were no more considered from that
moment. Had the Muscovite proposition
been one for the dismemberment of the
Chinese Empire it would have been, as
perceived as that for preventing the
partition of Manchuria by Japan. Indeed,
with the Muscovite proposition France has
actively suffered from it, it is probable that
a general division of the dominions of the
East between France and Russia, capable of
governing with Russia in the effort to deprive
Japan of a part of the fruits of victory,therefore, it was with no thought of bene-
fitting China. The last passage at arms with
that huge but unwieldy Power left anything
but a pleasant taste in the French mouth.
The French Government of the day were
not sufficiently bold to carry the hostilities
to a successful issue, and made peace on
terms which certainly damaged French
and indeed all foreign prestige in
China, besides having an injurious effect on
foreign interests generally in the Far East.The prospect of restoring in some degree
that lost prestige on the present occasion
must have been very grateful to the feelings
of M. GERRARD, the French Minister at Pe-
king. To successfully impose conditions
upon the Chinese Government without
recourse to hostilities was indeed a triumph
of diplomacy. It may be urged that
such a policy does not seem altogether
generous or magnanimous, but as mag-
nanimity and forbearance are lost on the
Chinese, that suggestion need not disturb
the equanimity of French diplomats. Were
the Chinese less civilised people and their
Government more to reason it might be
different, but nothing can be gained from
the Chinese Government without a threat
and the means to enforce it if necessary.Turning to the results of these negotia-
tions, one would perhaps more correctly
term them demands—so far as they have
been made known they should prove highly
advantageous to the French, if they know
how to make use of them. In the rectifica-
tion of their Indo-Chinese frontier they have
not only got it defined, but they have gained
a considerable concession of territory. This
may not prove of any great benefit im-
mediately, but should do so if the means of
communication be properly developed. The
right to extend the Tonkin railways into the
Chinese Empire is also an important one, as
it will give the French an opportunity of
acquiring rights in China which may lead to
further developments later on. The same
may be said of the concession of mining
rights in the three southern provinces. The
mineral resources of Yunnan are very great,
and the copper mines thereof of unusual rich-
ness. Indeed, Yunnan has for centuries
supplied China with copper, and if this can
be done with the primitive mining appliances
used by Chinese miners, how much more
profitable might the output be rendered by
the use of modern scientific mining ap-
pliances! The Chinese Government did not
make this concession to France either freely
or lightly we may be sure. At any other
time it would have been resisted even under
threat of war. The statement that several
southern ports are to be opened to French
commerce is probably a mistake. What is
meant is, we imagine, that several Chinese
ports or towns in the three southern pro-
vinces, accessible from the French frontier
are to be opened to French commerce in
addition to Luchow and Mangtzu. There
are no ports of special commercial value on
the coast of Kwangtung that France wishes
to have opened, and as she plays solely for
her own hand she does not want to see the
river ports about Canton opened, since, by
virtue of the favoured-nation clause of the
Treaties, they would then become accessible
to all nations.The French, in her relations with China,
pursues a purely selfish policy; she not only
does not desire other Powers to participate
in any advantages she may obtain, but she
schemes to secure a monopoly of any market
she is able to reach. For this reason it is
difficult for other Great Britain, the United
States, or Germany to co-operate with her,
or with Russia, in a common policy vis-à-vis
China. It only offers rewards for the
three great Powers before named to decide
upon what they want, and then insist upon
their demands with at least as much deter-
mination as was shown by France before
securing the valuable privileges just conceded
by the new Convention.The Hongkong and Shanghai Bank and
the Chartered Bank have reduced their rate of
interest on twelve months' deposits to four per
cent.H.M.S. Beagle, recently stationed at Bang-
kok, has been sent to Hongkong to meet the
P. & O. steamer "Pentagon" on the 30th of
July, and to deliver the mail to the
Sultan of Johore, whose steamer she will convey
to Singapore.The Hon. Treasurer of the Alliance Manu-
facturing and Netherland Hospitals has to acknowledge
with thanks the following donations to the funds
of the hospitals:

Collected by Mr. S. H. Yip:—\$20

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H.M.S. "Lionel" is expected to arrive to-day
from the North, on route for Hongkong.The P. & O. steamer "Britannia" left Singapore
for this port on the 29th ult. at 10 p.m.The C. S. S. Co.'s steamer "Mythra" left
Singapore on Tuesday morning, and may be ex-
pected here on the 5th August.The new Tariff Convention between Great
Britain and Japan, that was to have been
signed within six months after the signature of
the Revised Treaty, received the signatures of
the Delegates on the morning of the 15th July.H.M.S. "Tiger" is expected to-morrow. Her
engines and boilers are to remain in her
instructions from the Admiralty, and before
taking up the post of receiving ship in place of
H.M.S. "Tiger" she will go to Hongkong to take
a number of recruits for the Squadron and bring
back the late expired crew.It is believed, says the "Herald," that quite
sixty days will be taken in pumping out the
water and clearing the debris from the coal-mine
at Komat, Fukukawa, the submergence of
the Revised Treaty, received the signatures of
the Delegates on the morning of the 15th July.For more reasons than one, says the "Herald,"
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TO LET

TWO SMALL OFFICES in Victoria Buildings, Apply to DAVID SASSOON, SONS & CO., Hongkong, 25th July, 1895. 1581

TO BE LET

A SIX-ROOMED HOUSE—20, CAINE ROAD. Apply to PROCEDES DES MISSIONS ETIENNES, 15, CAINE ROAD. Hongkong, 2nd July, 1895. 1372

TO BE LET

"MERTON LODGE" Seven Rooms Gas and Water laid on. TENNIS LAWN, VEGETABLE and FLOWER GARDEN. Apply to J. H. KENNEDY, 8, QUEEN'S ROAD. A SIX-ROOMED HOUSE in WANCHAI, CHAMBERS at WILD DOLL BUILDINGS, MORRIS HILL. Apply to JOHN D. HUMPHREYS & SON, 38 and 40, QUEEN'S ROAD CENTRAL. Hongkong, 29th July, 1895. 1361

TO LET

LARGE GODOWN on KOWLOON PRAYA. Suitable for the Storage of General Cargo or Coal. Apply to LUNSTEAD & DAVIS, Hongkong, 8th July, 1895. 1416

TO LET

THE PREMISES formerly occupied by W. ROBINSON & CO. Exceptional Position. Good Light. Possession from MAY 1st. Apply to W. ROBINSON & CO. UNDER HONGKONG HOTEL. Hongkong, 2nd July, 1895. 1760

TO BE SOLD OR LET

ROOMED BUNGALOW, MOUNT KEELE, PEAK. For Particulars apply to PALMER & TURNER, Architects, Victoria Buildings. Hongkong, 1st November, 1894. 137

TO LET

DWELLING HOUSE and OFFICES, No. 35, WELLINGTON STREET. Apply to CHEUNG KAM ON TONG, No. 27, WYNDHAM STREET. Hongkong, 24th July, 1895. 1382

TO LET

THE whole Suite of OFFICES on the 1st Floor and GODOWN attached of the Ice Company's Premises at Lee Tien Lane. Apply to the MANAGER. Hongkong, 24th January, 1895. 136

NOTICES TO CONSIGNEES

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED. FROM CALCUTTA, PENANG, AND SINGAPORE. THE Company's Steamship

"KUSANG"

having arrived from the above ports, Consignees of cargo by her are hereby informed that their Goods will be delivered from alongside. Cargo impeding the discharge or remaining on board after 4 p.m. on the 25th inst. will be landed at Consignees' risk and expense into Godowns at East Point. No Free Luggage will be off. Bills of Lading will be countersigned by JARDINE, MATHESON & Co., General Managers. Hongkong, 26th July, 1895. 1531

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES. S.S. "B. GLOE" FROM ANTWERP, LONDON, AND SINGAPORE. Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence and from the Wharves delivery may be obtained. Optional cargo may be forwarded unless notice to the contrary be given before 3 p.m. TO-DAY. No Claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after the 1st prox. will be subject to sale. All claims against the Steamer must be presented to the Underwriters on or before the 5th prox. or they will not be recognized. All broken, chipped, and damaged goods are to be left in the Godowns, where they will be examined on the 3rd prox. at 11 a.m. No Free Luggage will be off. Bills of Lading will be countersigned by GIBB, LIVINGSTON & Co., Agents. Hongkong, 26th July, 1895. 1552

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship "BOHILA" FROM BOMBAY, COLOMBO, AND STRAITS. Consignees of Cargo by the above-named Vessel are hereby informed that their Goods are being landed and stored at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the goods are landed. This vessel brings on cargo—From London, 20, ex. s. Calcutta and Omeo. From Persian Gulf, ex. s. Mohale and Zenda. From Madras, ex. s. Camoro. Optional Goods will be landed here unless instructions are given to the contrary before 10 a.m. TO-MORROW. Goods not cleared by the 2nd prox. at 3 p.m. will be subject to sale. No Free Luggage will be effected by us in any case whatever. All Damaged Packages must be left in the Godowns and notices of same given to the Underwriters, when a representative of this Office will attend to examine them at 10 a.m. on the 2nd and at 10 a.m. on the 3rd proximo, after which no Claims will be recognized. ALF. WOOLLEY, Acting Superintendent. Hongkong, 26th July, 1895. 1553

NOTICE TO CONSIGNEES.

NAVIGAZIONE GENERALE ITALIANA (FLORENCE AND RAVENNA UNITED COMPANIES). FROM BOMBAY AND SINGAPORE. THE Company's Steamship

"BISAGNO"

having arrived from the above ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence and from the Wharves delivery may be obtained. Optional cargo may be forwarded unless notice to the contrary be given before 3 p.m. TO-DAY. No Claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after the 1st prox. will be subject to sale. All claims against the Steamer must be presented to the Underwriters on or before the 5th prox. or they will not be recognized. All broken, chipped, and damaged goods are to be left in the Godowns, where they will be examined on the 3rd prox. at 11 a.m. No Free Luggage will be off. Bills of Lading will be countersigned by GIBB, LIVINGSTON & Co., Agents. Hongkong, 26th July, 1895. 1552

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NAVIGAZIONE GENERALE ITALIANA (FLORENCE AND RAVENNA UNITED COMPANIES). FROM BOMBAY AND SINGAPORE. THE Company's Steamship

VESSELS ON THE BERTH

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship

"TELEMON"

Captain Parry, will be despatched as above TO-DAY, the 1st August, at 10 a.m. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents. Hongkong, 31st July, 1895. 1589

FOR BOMBAY, VIA SINGAPORE AND COLOMBO.

(Calling at Penang if inducement offers.)

THE Steamship

"ARROYO"

Captain R. Samuel, will be despatched as above TO-DAY, the 1st August, at 10 a.m. For Freight or Passage, apply to NIPPON YUSEN KAISHA, Agents. Hongkong, 29th July, 1895. 1587

CHINA NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI.

THE Steamship

"TAMUL"

Captain P. P. P. will be despatched TO-DAY, the 1st August, at 10 a.m. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents. Hongkong, 29th July, 1895. 1583

"SHIRE" LINE OF STEAMERS.

FOR NAGASAKI, KOBE, AND YOKOHAMA.

THE Steamship

"BRECONSHIRE"

Captain P. P. P. will be despatched as above TO-DAY, the 1st August, at 10 a.m. For Freight or Passage, apply to DODWELL, CARLILL & Co., Agents. Hongkong, 29th July, 1895. 1536

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, FLYING DUTCHMAN, AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERANG, GULF, CONTINENTAL, AND AMERICAN PORTS.

THE Steamship

"ROSETTA"

Captain G. K. W. will be despatched as above TO-DAY, the 1st August, at 10 a.m. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents. Hongkong, 29th July, 1895. 1583

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VESSELS ON THE BERTH

VESSELS ADVERTISED AS LOADING.

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